

SEASON AFFECTS BATTERY ACTION

Regular Inspection Is Urged by Ignition Expert of Cheesman Firm

"With every change of season, owners should have the batteries in their cars inspected," says Mr. Bowman of the Cheesman Automobile company. "Careful attention to this part of the automobile will eliminate a large part of every driver's car troubles. A seasonal inspection generally assures the absence of any trouble originating from that source."

"Too many owners become careless in their treatment of the batteries. It takes but a few minutes to read the specific gravity of the solution in each cell with a hydrometer, and yet this is generally done only occasionally. Another careless habit is the filling of the battery with undistilled water."

Danger Attached to Handling of Gasoline

Those who handle gasoline as a matter of ordinary everyday custom are often quite oblivious to its potential dangers. An English journal tells of a motorcyclist who removed the cover of his electric horn and flashed it out with petrol. Having replaced the cover, he started for a ride. At the first attempt to use the horn the result was startling, for there was a terrific explosion and the cover crashed into the rider's ribs. The horn was, of course, full of explosive mixture, which was ignited by an electric spark.

It takes about eight minutes and 20 seconds for light to travel from the sun to the earth.

These are seemingly little things, but the neglect of just such things is almost certain to result in trouble.

"We will be glad to fill and inspect batteries without charge at the Cheesman garage, because we believe this is a vital service that is appreciated by owners."

ESSEX'S SPEED RECORD PRAISED

Ogden Dealer Tells Impressions on Time Shattering Run Through Nevada

The Essex stock cars which broke the records between San Francisco and New York were driven over the Elly-Salt Lake stretch both ways by L. L. Hains, manager of the Ogden Motor Car company. Not only were the transcontinental records broken, but the best previous time between Salt Lake and Elly, Nevada, was lowered by one hour and twenty-seven minutes by Mr. Hains.

"On the eastbound trip," says Mr. Hains, "I drove the transcontinental Essex mail car from Elly to Salt Lake in 9 hours and 10 minutes. The roads encountered were the worst the Essex met in all its cross-country journey, and that it stood up under the combined conditions of high speed and rough roads is remarkable. Over mountain passes, up and down steep grades with many sharp twists and turns; through miles and miles of deep sand and treacherous chuck holes, the car came through with flying colors."

"And then on the return trip I drove the other car from Salt Lake to Elly in 9 hours and 3 minutes, beating my own record of 9 hours and 10 minutes, and the best previous time of 10 hours and 20 minutes. Personally I consider the Essex the leader of its class in the motor world, not only in performance under unfavorable conditions, but also in beauty of lines, appointments and in economy of operation."

American automobile tire manufacturers maintain their own rubber plantations in tropical countries.



Ogden Auto

Radiator Co.

2329 Hudson Ave.

WOBBLY WHEELS RUIN AUTO TIRES

Hogan Gives Good Advice for Users of Gasoline Cars in U. S.

(By A. S. Hogan, Goodyear Tire & Rubber Co.)

Probably as many as one car out of three running today has one or more misaligned or wobbly wheels—an evil that is fobbing the tires of thousands of miles of service.

Bumping into curbs, turning out into gutters, and similar shocks which subject the wheels to a twisting force are very likely to throw the wheels out of line.

When they do not run parallel there is a skidding action which tends to grind down the tread at the point of contact with the road surface. Very often the irregularity is so slight that it cannot easily be detected.

Moreover, another cause of excessive tread wear is due to so-called "wobbling" wheels the result of improperly adjusted or worn bearings, by bent axles, worn bushings, or by demountable rims carelessly applied.

If the tires are running true—if there is no irregularity—there is but one source of wearing friction, which is the natural grip of the tire on the road. However, when the wheels do not run true there is an additional source of friction—the diagonal grind against the tread, an evil which, if neglected, soon wears the tread away and thus lessens the amount of service the tire should originally give.

Whenever this excessive wear is noticed, it is best to take the car or truck to a competent service station and have the wheels tested with an instrument known as a wheel aligner. The work of making the test is comparatively simple, but for the owner's own protection, it is better to have an expert do the work.

As a matter of fact, wheels should be tested at very frequent intervals—once every two weeks at least. The savings effected by timely detection of any irregularities will amount to as much as 3000 or 4000 miles for the tires affected.

Irregularities caused by wobbly wheels can be easily found by jacking up the car and shaking the wheels to see if there is any play or looseness. If any is found, there are probably broken or worn bearings in the hub, and this defect should be remedied at once.

An electric hatchery in California is said to have a capacity of 100,000 eggs and a weekly output of 30,000 chicks.

Elvers, or young eels, are being supplied by the British ministry of agriculture from a breeding place in the River Severn.

GAS SITUATION NOW REMEDIED

Conditions in France and England Far Better Than in Spring

Motorists returning from Europe give a much more encouraging account of motoring conditions over there than existed in the early summer. The gasoline situation both in France and Italy, and road conditions generally, were so unsatisfactory two or three months ago as to induce some people to modify the plans outlined for their European tour, curtailing their itineraries in some cases on account of reports received from the other side of deciding in a few cases, not to take their automobiles with them at all.

The latest news to hand, according to the foreign department of the Automobile Club of America, makes it evident that little anxiety need now be felt regarding motoring through the principal touring countries, except on the score of expense.

DESCRIPTIVE EXPERIENCE. One member describes his experiences on landing at Marseilles, in the midst of serious labor trouble. He writes as follows: "We had quite some trouble in Marseilles to get the automobile out of the boat on account of strikes of all sorts. After twelve days, seeing that the car would probably go back to the states, I bribed some strikers and finally got it out."

Gasoline is easier to get, but at fearsome prices—3 francs per litre—which, of course, the exchange makes easier to bear. Thanks to my French relatives, we always had enough and found it of better quality than in America.

The high roads are not always good, although many have been repaired; but the little roads are marvelous—like velvet. Our American tires behave finely, although they seem to wear out faster than in the states.

FOOD. "Our car creates quite a stir and often we have a big crowd around it. No doubt, motoring in Europe today is a sport for princes only. But the security of cars is to be appreciated on account of it. Food is plentiful and is most excellent, fruits of all kinds in abundance. I believe that France will be on her feet quickly; the crops are marvelous, thanks to the fertile soil and to the farmers."

"I was in Germany without my car for a few days and developed a tremendous appetite, as nothing decent was to be got for love or money. Thanks to my perfect knowledge of German, I was frequently taken for one and was able to obtain quite useful touring information."

A cable from another of their members reports that after landing his car in Italy, he carried out a splendid trip through the country, and states that he obtained all the gasoline he required for his big touring car in Italy and France, and in following the itinerary mapped out for him found the hotels that were recommended good and motoring conditions altogether very satisfactory.

From the United Kingdom all recent reports give very satisfactory accounts of the quality of the main roads, hotels and gasoline supplies, the latter appearing to be practically normal. The only adverse comment on motor-touring conditions in Great Britain seems to be the marked increase in the cost of everything.

France again is studying from an engineering standpoint the possibility of making Paris a seaport by deepening and straightening the Seine.

Nearly 15,000 former service men and women are being cared for in U. S. hospitals.

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ORDINARY SHIFT MOST IMPORTANT

Many Tricks in Store in Gear-shifting; Many Are Experts

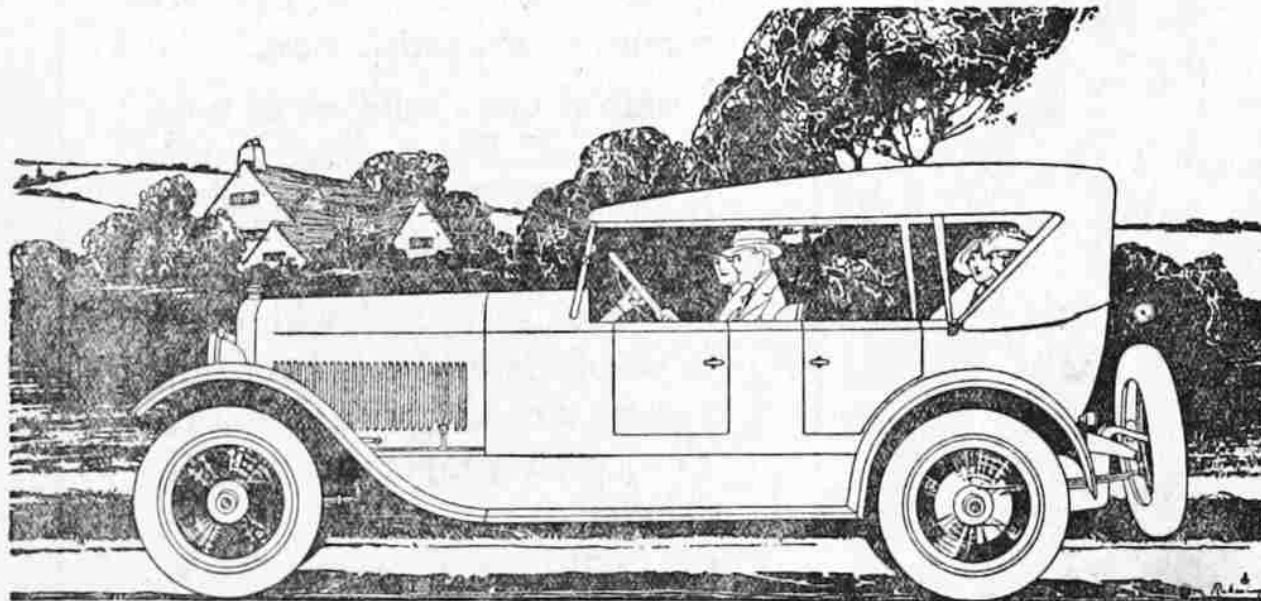
To make the ordinary shift is really the most important thing for the driver to know. Shifting from first to second and second to high is normally an easy matter, as the engine speed dies down at about the proper rate to make the engagement when the clutch is depressed. Shifting the other way, however, from higher speed to lower, requires a little more experience to do it properly. In fact, it takes a good driver to make a proper shift from high to second when going at a rate of fifteen or twenty miles an hour. The average driver has to drop

between speeds of fifteen and ten miles an hour to make the shift, and inexperienced drivers have to even drop below ten miles.

The trick in shifting to lower speeds is to depress the clutch, pull the gear shift lever into neutral, quickly speed up the engine by a touch on the accelerator pedal with the clutch in and complete the shift into the lower gear with the clutch again disengaged. This requires a little practice to get around eighteen, or twenty miles an hour, but when once learned it is very useful because it allows a shift to be made on a hill without dropping the momentum of the car to such a point that it is often necessary to go into first speed on a hill that could be negotiated easily on second with a good start.

THEY WILL SMOKE. (By International News Service) CHICAGO.—A lighted cigarette carelessly discarded—by a girl, mind you—is attributed as the cause of a \$200,000 fire, which ravaged a candy factory here. The fire started in the girl's cloakroom, and in view of the fact that we learned many of the girls had been smoking cigarettes there, we believe the practice led directly to the blaze," an official stated.

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